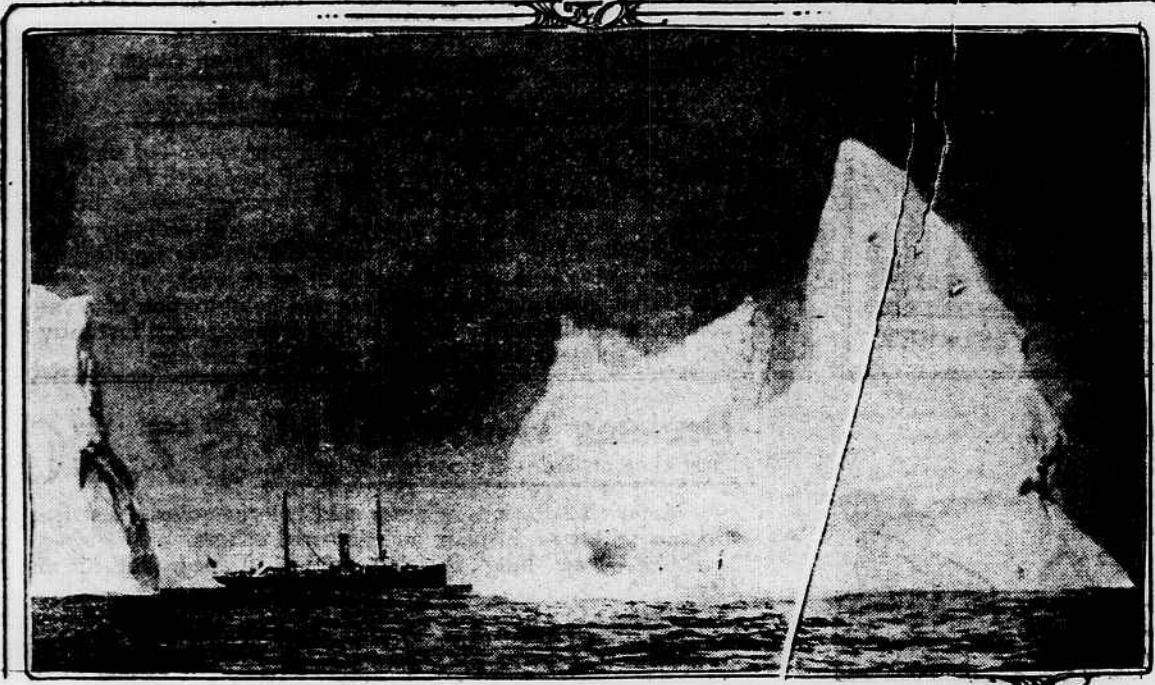


## REVENUE CUTTER SENECA AMONG ICEBERGS ON INTERNATIONAL ICE-PATROL CRUISE



The Seneca close to berg No. 9, two parts of which are connected under water. It was originally one solid mass. Photo taken April 13, latitude 44-55, longitude 48-08.

### CREW OF THE SENECA SEES ICEBERG MIRAGE

Log of Second Ice-Patrol Cruise  
Records Interesting North-  
ern Trip.

An iceberg twenty miles away, seen in a mirage from the deck of the revenue cutter Seneca when invisible from the high-up "crow's nest," is told of in the report of the second ice patrol cruise made by Capt. C. E. Johnston, commanding, to the revenue cutter service. The cruise began April 28, the Seneca returning to Halifax May 18.

"May 5 we cruised to the northwest and entered cold water on parallel 42, in longitude 47-55," reads the log of the Seneca as transcribed for the report. "Before reaching cold water we picked up a berg in a mirage at a distance of twenty miles."

"It was first seen from the deck and could be made out from the bridge only when the vessel settled between waves. It could not be seen at all from the crow's nest for fully ten minutes after it was reported from deck. In about half an hour the mirage disappeared and the berg could then be seen from the bridge and crow's nest, but not from deck."

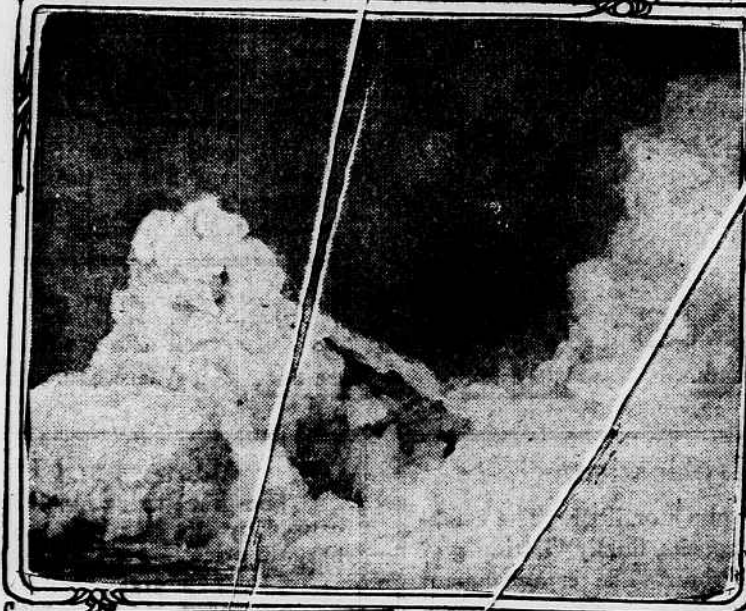
**Marked Mirage Effects.**  
On several occasions, particularly with easterly winds, the Seneca's officers observed marked mirage effects. May 10 the horizon was seen in a double mirage.

"There is usually a cold gray sky above the mirage," Capt. Johnston comments, "giving it the effect of ice. I had a long message from Capt. Irvine of the Leda, describing a similar phenomenon and stating that it was difficult to convince the passengers that it was not ice."

The change of bird life is commented upon in nearly every report of an ice patrol cruise. The gulls have now gone landward to nest, Capt. Johnston observes, and the murre and dovekeys are to the north around field ice and will soon be nesting. Jaegers are appearing in numbers; tern are fairly numerous and Wilson petrel not uncommon. Shearwaters and fulmars remain mostly around cold water, especially around the cod banks, now that the French fishing fleet is there.

**Conditions Upset Barometer.**  
The weather conditions on the cruise are recorded as odd by Capt. Johnston. The barometer kicked up all sorts of monkey shins. This he ascribed to the contest for place in the ocean between the gulf stream and the Labrador stream.

"The gulf stream is very weak, running only about a quarter of a mile an hour, where it was running over a mile an hour in February and March. The Labrador stream is still strong and has evidently been very strong, pushing the gulf stream ninety miles south and nearly as far east



A Near View of Berg No. 6, with the Seneca Showing Under Natural Bridge. Photo Taken April 12, latitude 44-39, longitude 48-44.

at the point where the northeast turn is usually made. In the vicinity of 43 N. 49 W.

"This is not the case of the Labrador overriding the gulf stream, but pushing it, bodily away."

**Sails Under Ice Bridge.**  
A May snowstorm was encountered. May 2 a heavy northeast snowstorm broke, Capt. Johnston relates, continuing most of the night. With engines stopped, the Seneca lay within two miles, unpleasant proximity of an iceberg.

The steamer Clear, met on the high seas by the Seneca, was found to have lost her true course and to be well out of her reckoning. The Seneca gave her the reckoning, verifying it on the first clear day by sight. A number of icebergs were sighted and conditions noted. A double iceberg was connected under water, and also above water by a natural bridge. The Seneca steamed under this natural ice bridge and her photograph taken in the basin within.

### BRITISH AT SAN FRANCISCO.

**Exhibits Will Be Extensive, Despite Government's Decision.**

Despite the final decision of the British government against official participation in the Panama Pacific exposition, there will be extensive British exhibits at San Francisco, according to information from British circles here.

Preparations for private British representation have been under way for some time under the direction of an unofficial committee. It is expected that part of the general British exhibits at the recent international exposition in Belgium will be transferred to San Francisco in 1916. The British dominions, particularly Australia and New Zealand, are also taking a decided interest in the Panama fair.

## J. P. MORGAN DENIES MELLEN IMPUTATION

Calls Untrue Statement That His  
Father Concealed New  
Haven Facts.

NEW YORK, May 26.—J. P. Morgan last night characterized as untrue the testimony of Charles Mellen, former head of the New York, New Haven and Hartford railroad, before the interstate commerce commission in Washington last week that J. Pierpont Morgan concealed from Mr. Mellen facts regarding the New Haven road, which Mr. Mellen should have known. Mr. Morgan offered to produce before any proper tribunal at any time the records of J. P. Morgan & Co. and the personal records of his father.

The statement was his first direct reply to Mr. Mellen's Washington testimony which he examined, he said, from a stenographic report. Mr. Morgan's statement reads: "I became a director of the New Haven railroad in April, 1913, and resigned December 31 of the same year. The only reference to me personally in Mr. Mellen's testimony has to do with the fact that I, as a director of the company, called upon him and told him that a change in the presidency was desirable. For that act, either as a director or an individual, I accept full responsibility."

"Mr. Mellen, in substance, charges my father with having concealed from him facts which the president of the company should have known. During the last ten years of my father's life he was abroad more than one-third of the time. During the last three years of his life he was abroad one-half of the time. He was actively connected during this whole period with many different affairs. That he would have had the time, even if he had had the desire, to interfere actively in the management of the New Haven is impossible."

### Deep Interest in New Haven.

"Mr. Mellen is right in picturing my father's deep interest in New Haven affairs. My father was born in New England and believed in the New Haven railroad. He recognized as others have recognized that with the shifting of the center of population in this country and the changing economic conditions, the commercial position of New England was threatened and that a change in this commercial position would, unless an effort were made to counteract it, result in an unfavorable effect upon New England's leading railroad."

"He undoubtedly believed that a railroad peculiarly situated, as is the New Haven, with a growing passenger traffic at very low rates and with expense improvements required all along its line, must make every effort to increase its traffic and maintain its position. He believed, moreover, that the New Haven and the Boston and Maine, which were not in his opinion in any sense competing lines, could be operated to the benefit of New England and more advantageously together than apart, and that no harm could come to the public from this amalgamation by reason of the full measure of state and national regulation which the laws afforded."

### All Records Are Available.

"I am quite ready to believe also that he agreed with Mr. Mellen that the entrance of the Grand Trunk railway into Providence would have involved the unnecessary complication of facilities for which the New England public sooner or later would have had to pay."

"But the imputation that my father in any sense took the management of the railroad or any part of its affairs out of the hands of the president is untrue. On March 9, 1914, our firm made public a letter showing in detail the total net profits from every source to the firm of J. P. Morgan & Co. or to any of its members growing out of transactions of any kind whatever connected with the New Haven line for a period of twenty years. These total net profits amounted

to approximately \$350,000, which included its compensation for handling alone or in connection with others securities with the par value of \$25,000,000. "The records of my firm and the personal records of my father are intact; they are available and ready for production before any proper tribunal at any time."

**Speculators Grab Reclaimed Land.**  
Only three reclamation projects started in the last twelve years out of thirty-one

are completed, according to a report filed in the House yesterday by the subcommittee on permanent appropriations, of which Representative Borland of Missouri is chairman. The report states that some of the big projects are less than 10 per cent completed, and that much of the reclaimed land has been "cornered" by speculators. The report recommends that no new reclamation legislation be enacted without strict provisions as to the annual appropriations to be made.

## DELAY IN "SPOTTING" TARIFFS. Railroads Ask Permission to Advance Date to July 1.

Applications have been made to the interstate commerce commission by the Baltimore and Ohio, the Pennsylvania and the Reading railroad companies to postpone from May 27 to July 1 the effective date of their tariffs levying a charge upon shippers for the "spotting" of cars. Other railroad companies which

have filed similar tariffs, to become effective on various dates from May 27 to June 6, also are expected to make applications for extension to July 1. These applications will be granted by the commission, as it has been represented that many roads have not been able to get their "spotting" tariffs into shape for filing. It also is regarded as probable that the commission after all the tariffs are filed will suspend them as a whole, so as to bring up the reasonableness of a "spotting" charge for consideration.



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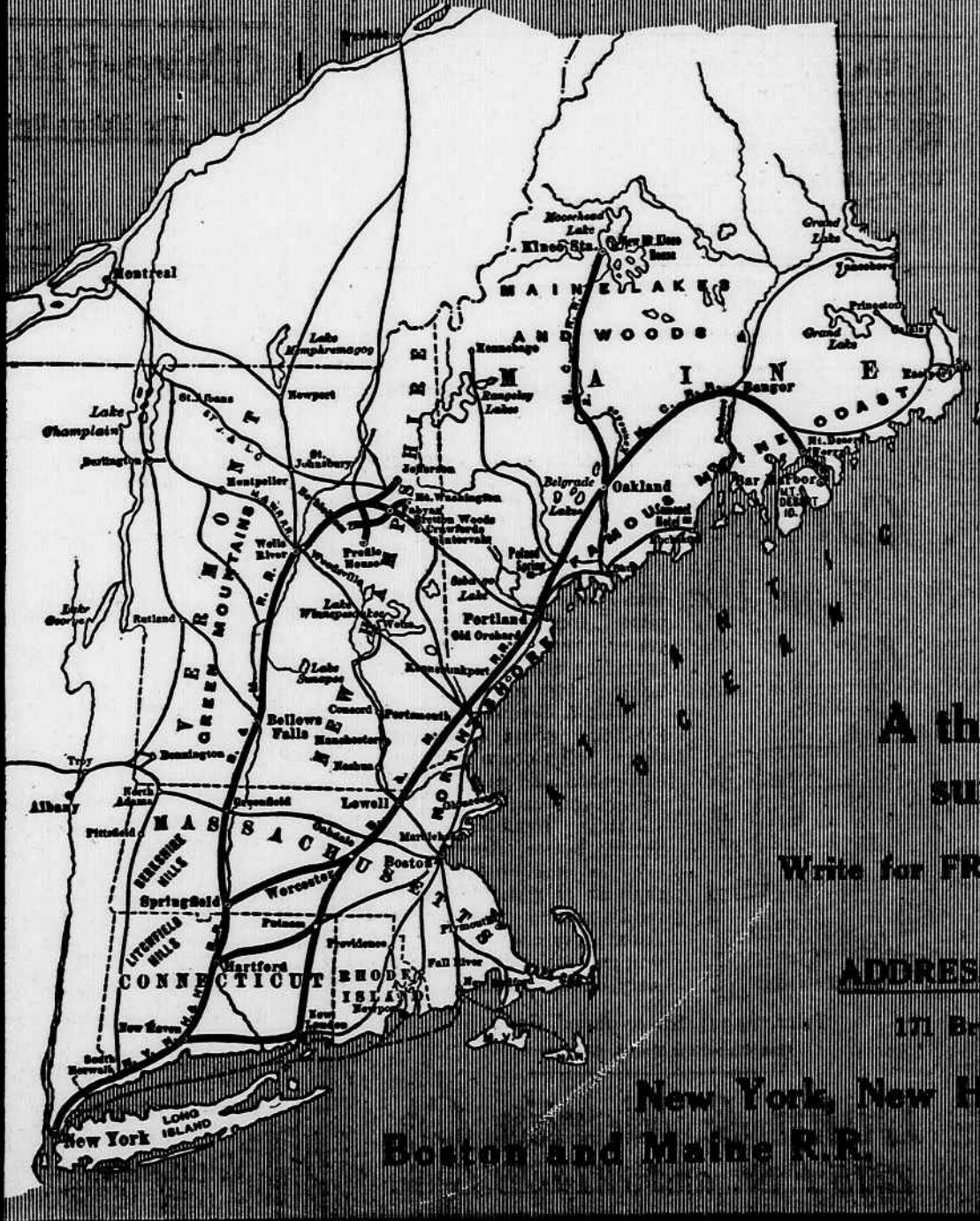
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